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|--|---|--|--|---------------------------------------|
| RTIP ID# None | | | | |
| TCWG Consideration Date October 28, 2014 | | | | |
| Project Description (<i>clearly describe project</i>) The project would remove the existing concrete shoulder pavement, construct a new concrete deceleration lane and asphalt concrete shoulder and re-strip an approximate 1300' deceleration lane thereby providing vehicle queuing storage for the Railroad Canyon road southbound off ramp. | | | | |
| Type of Project (<i>use Table 1 on instruction sheet</i>) Reconfigure existing interchange | | | | |
| County Riverside | Narrative Location/Route & Postmiles: I-15-RIV-19.45/19.71 Caltrans Projects – EA No. 1E950 Project ID 0814000135 | | | |
| Lead Agency: City of Lake Elsinore | | | | |
| Contact Person Walter E. Allison | Phone# 951-674-3124 | Fax# 951-674-2392 | Email wallison@lake-elsinore.org | |
| Hot Spot Pollutant of Concern (<i>check one or both</i>) PM2.5 x PM10 x | | | | |
| Federal Action for which Project-Level PM Conformity is Needed (<i>check appropriate box</i>) | | | | |
| <input checked="" type="checkbox"/> Categorical Exclusion (NEPA) | <input type="checkbox"/> EA or Draft EIS | <input type="checkbox"/> FONSI or Final EIS | <input type="checkbox"/> PS&E or Construction | <input type="checkbox"/> Other |
| Scheduled Date of Federal Action: December 2014 | | | | |
| NEPA Delegation – Project Type (<i>check appropriate box</i>) | | | | |
| <input type="checkbox"/> Exempt | <input checked="" type="checkbox"/> Section 6004 – Categorical Exclusion | | <input type="checkbox"/> Section 6005 – Non Categorical Exclusion | |
| Current Programming Dates (<i>as appropriate</i>) | | | | |
| | PE/Environmental | ENG | ROW | CON |
| Start | 05/2014 | 04/2014 | N/A | 01/2015 |
| End | 10/2014 | 10/2014 | N/A | 05/2015 |
| Project Purpose and Need (Summary): (<i>attach additional sheets as necessary</i>) The purpose of the proposed project is to facilitate the construction of a deceleration lane at the southbound exit ramp to provide vehicle storage in advance of the ultimate I-15/Railroad Canyon Interchange project. Existing traffic conditions on the southbound I-15 create a traffic congestion situation that backs southbound off ramp traffic to Railroad Canyon Road onto the mainline of the I-15. Based on field observations, motorists exiting are currently utilizing the paved concrete shoulder as a makeshift auxiliary lane to avoid being stopped on the number 3 southbound mainline lane. While the I-15 Railroad Canyon Interchange project would provide traffic relief to this exit, the construction of the project is not anticipated until year 2020. This is due to clearing the project environmentally as well as securing funding for the construction of Phase 1 of the project. | | | | |
| Surrounding Land Use/Traffic Generators (<i>especially effect on diesel traffic</i>) The land uses in the vicinity of the interchange include residential and light commercial/retail developments. | | | | |

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| <p>Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility 2015 – SB Railroad Canyon Road/I-15 Off-Ramp</p> <p>No Build: ADT = 21,000, Truck ADT = 1,680 (8%), LOS = N/A Build: ADT = 21,000, Truck ADT = 1,680 (8%), LOS = N/A</p> |
| <p>RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility 2035 – SB Railroad Canyon Road/I-15 Off-Ramp</p> <p>No Build: ADT = 32,000, Truck ADT = 2,560 (8%), LOS = N/A Build: ADT = 32,000, Truck ADT = 2,560 (8%), LOS = N/A</p> |
| <p>Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT N/A</p> <p>RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT N/A</p> |
| <p>Describe potential traffic redistribution effects of congestion relief <i>(impact on other facilities)</i> See attached analysis</p> |
| <p>Comments/Explanation/Details <i>(attach additional sheets as necessary)</i> See attached analysis</p> |

PM_{2.5}/PM₁₀ Hot-Spot Analysis

The proposed project is located within a nonattainment area for federal PM_{2.5} and PM₁₀ standards. Therefore, per 40 CFR Part 93 hot-spot analyses are required for conformity purposes. However, the EPA does not require hot-spot analyses, qualitative or quantitative, for projects that are not listed in section 93.123(b)(1) as an air quality concern. The project does not qualify as a project of air quality concern (POAQC) because of the following reasons:

- i. The proposed project is a interchange reconfiguration project that will construct a deceleration lane at the southbound Railroad Canyon Road exit ramp on Interstate 15 (I-15). While the proposed project would increase the storage capacity of the off-ramp, it would not increase the throughput. As shown in Table 1, the traffic volumes along the I-15 Southbound Off-Ramp would not exceed the 125,000 average daily trips threshold for a POAQC. In addition, the truck traffic volumes would not exceed the 10,000 daily trip threshold for POAQC.

Table 1 Traffic Volumes (No Build and Build)

| Roadway Link | 2015 | | 2040 | |
|--------------------------|-----------|-----------|-----------|-----------|
| | Total ADT | Truck ADT | Total ADT | Truck ADT |
| I-15 Southbound Off-Ramp | 21,000 | 1,680 | 32,000 | 2,560 |

- ii. The proposed project does not affect intersections that are at LOS D, E, or F with a significant number of diesel vehicles. As discussed in item i above, the proposed project would not increase the throughput of the I-15 Southbound off-ramp. In addition, the proposed project would not alter the intersections at Railroad Canyon Road. Therefore, the proposed project would not affect local intersections with a significant number of diesel vehicles.
- iii. The proposed project does not include the construction of a new bus or rail terminal.
- iv. The proposed project does not expand an existing bus or rail terminal.
- v. The proposed project is not in or affecting locations, areas, or categories of sites that are identified in the PM_{2.5} and PM₁₀ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Therefore, the proposed project meets the Clean Air Act requirements and 40 CFR 93.116 without any explicit hot-spot analysis. The proposed project would not create a new, or worsen an existing, PM₁₀ or PM_{2.5} violation.